1:Stanford U. S-4, 5 1956 AF12 North China AF12

COMMUNICATION LINES AND CENTERS[11]

489 Communications are quite well developed in this region, especially in Hopei Province where roads can be easily built because of the extensive plain In northern Hopei Province the highways and railways converge on two main centers, Pe-
361 king and Tientsin. Peking, the capital of the
[162] People's Republic of China, has a population of over 2,000,000. Since the establishment of the Communist government, this historic metropolis has been undergoing extensive reconstruction. Around the Academy of Sciences (Academia Sinica) in the northwestern suburb of the city there is being developed a "cultural town" which upon completion will cover an area one-third larger than the old city itself. Among the dozens
[543] of new construction projects in Peking, the Russian Exhibition Hall, opened in September 1954, is the most pretentious and most impressive. It is located outside Hsi-chih Gate in the northwest sector of the old city. The eastern and southern parts of Peking are sites of industrial plants.

496 From Peking one can travel northward to Inner
489 Mongolia via the Peking-Pao-t'ou Railway which passes through Kalgan. The latter is located on one of the historic routes traveled over the cen-

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11/ Ch'eng Kuang-yü, Chung-kuo Tu-shih [The Cities of China], Taipei, Chung-hua wen hua ch'u-pan shih-yeh wei-yüan-hui, 1953.

turies by the Han Chinese and Mongols. Southward from Peking, the Peking Hankow Railway provides ready access to a number of key cities in Hopei and other provinces in central China. These key cities include Paoting, which was the site of the Hopei provincial capital until it was moved to Shihchiachuang in 1954, to the south on the same rail line. Shihchiachuang is a communication center with railways and highways that reach most of the region. Both Han-tan and Hsinhsiang are important cities on the Peking-Hankow Railway; the latter is more and more frequently mentioned in the press because of the growing industrial center at the nearby city of Chiao-tso.

Tientsin as a treaty port has a history dating back to 1860. The extensive inland waterway system that connects Tientsin with many areas in northern Hopei Province adds to the city's commercial value. Completion of the New Harbor at Tangku on October 17, 1952 further enhanced the position of Tientsin by bringing sea-going vessels up to 3,000 tons directly to Tientsin.[12] The Tientsin-Pukow (P'u-k'ou) Railway is the artery of transportation in eastern Hopei Province. On this railway are located such key cities as Tehsien (or Te-chou) and Ts'ang-hsien. There is also a railway connecting Tientsin with Shanhaikuan to the north. Just before reaching Shan-

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[12] Wang Kuang, Chung-kuo Hai-chiang Chih [The Bays and Harbors of China], Taipei, Chunghua wen-hua ch'u-pan shih-yeh wei-yüan-hui, 1954, p. 58.

Shanhaikuan the railway passes through Chinwangtao, an ice-free port which has been the main outlet for coal extracted from the Kailan Mine at Tangshan. Shanhaikuan is the eastern terminal of the Great Wall. Between the Wall and the seashore there is an opening of only about five miles. Through this gateway once passed expeditionary troops to the northeastern territories and invasion armies from without.

In Shansi Province all roads lead to the provincial capital of Taiyuan. A short distance to the south of Taiyuan, the Shihchiachuang-Taiyuan Railway from the east connects with the Ta-t'ung --P'u-ch'eng Railway which runs vertically through the province and passes Taiyuan. The Fen River on the west side of Taiyuan is not navigable on this stretch. In the city of Taiyuan there are relatively well-developed iron, steel, and chemical industries.

Ta-t'ung is the northernmost communication center in Shansi Province. It has convenient acess to the key points in Hopei Province via the Peking--Pao-t'ou Railway, and it also has direct railway connection with Inner Mongolia.

From Taiyuan southward one can travel on the main railway in Shansi Province to reach the important cities located in the Fen River Valley, the southernmost of which is Feng-ling-tu. Feng-ling-tu guards the southwestern approach to the region. Across the Yellow River it faces the famous city of T'ung-kuan in Shensi Province. If

1:Stanford U. S-4, 5 1956 AF12 North China AF12

the ferry facilities are improved, Feng-ling-tu will become even more important as a strategic city because the occupation of both Feng-ling-tu and T'ung-kuan gives control of central and west China. At present there are no facilities to ferry the trains at Feng-ling-tu, and ferrying automobiles across the river still remains a trying task. One can also follow the highway due south of Taiyuan and reach the industrial center of Ch'ang-chih in southeastern Shansi Province. Yang-ch'üan to the east of Taiyuan is another coal production center which is served by the Shihchiachuang-Taiyuan Railway.

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Annex "A," Subparagraph 3e,
Economic Background

TRANSPORTATION AND DOMESTIC TRADE

489 Both railway and ocean-shipping facilities in North China can be considered fairly adequate. The Communists have exerted a great deal of effort to hasten the rehabilitation and extension of the original railway network in this region of China. The reconstruction of the new harbor at Tangku has helped to improve the facilities for handling ocean shipping, highways in the vicinity of Peking and Tientsin have been rebuilt, and air transportation between Peking and other principal cities in China has been greatly expanded in recent years. As the result of this development of transporation facilities, domestic trade in North China has increased rapidly, especially in and arcund Peking where the supply of daily necessities to government employees and urban inhabitants is of prime importance to the smcoth functioning of the present regime.

I. RAILWAY REHABILITATION AND CONSTRUCTION

496 Immediately after World War II, the
499 Nationalist Government began work on the rehabilitation of the railways in North China.

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499 496 When the Communists came to power, they continued to develop the railways, and a number of double tracks were laid in order to increase the amount of traffic the roads could handle. The network in operation in North China in 1955 is shown in Table 1.

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1: Standard U.S. 1:5 1956 Afr. North China Afr. 12

Table 1. Railways in North China 1955*

(Unit: Km. = kilometers.
Mi. = miles.)

Railway Systems	Terminals	Distance Covered	
The Peking Railway Administration			
Trunk Lines			
Peking-Shanhaikuan (N)	Peking — Tientsin	141 Km.	(88 Mi.)
Peking-Hankow (N)	Peking — Shihchiachuang	286 Km.	(179 Mi.)
Peking-Paot'ou	Peking — Paot'ou	815 Km.	(509 Mi.)
Peking-Kupeik'ou	Peking — Kupeik'ou	71 Km.	(44 Mi.)
Fengt'ai-Shach'eng	Fengt'ai — Shach'eng	105 Km.	(66 Mi.)
Branch Lines			
Peking-Ment'oukou	Peking — Ment'oukou	26 Km.	(16 Mi.)
Peking-T'unghsien	Peking — T'unghsien	25 Km.	(16 Mi.)
Lianghsiang-T'oli	Lianghsiang — T'oli	16 Km.	(10 Mi.)
P'angchiapao-Hsüanhua	P'angchiapao — Hsüanhua	10 Km.	(6 Mi.)
Liuliho-Chouchiatient	Liuliho — Chouchiatien	15 Km.	(9 Mi.)
	Total	1,510 Km.	(943 Mi.)
The Tientsin Railway Administration			
Trunk Lines			
Peking-Shanhaikuan (E)	Tientsin— Shanhaikuan	277 Km.	(173 Mi.)
Peking-Hankow (M)	Shihchiachuang — Anyang	1,221 Km.	(763 Mi.)
Shihchiachuang-Taiyuan (E)	Shihchiachuang — P'ingting	231 Km.	(145 Mi.)
Tientsin-P'uk'ou (N)	Tientsin — Techou	238 Km.	(150 Mi.)
Shihchiachuang-Techou	Shihchiachuang — Techou	181 Km.	(113 Mi.)

[p. 866 (4)]

Branch Lines

Tientsin-Tangku	Tientsin — Tangku	44 Km.	(27 Mi.)
Linch'eng-Tsaochuang	Linch'eng — Tsaochuang	31 Km.	(19 Mi.)
Hantan-Hots'un	Hantan — Hots'un	50 Km.	(31 Mi.)
Mat'ou-Haitso	Mat'ou — Haitso	21 Km.	(13 Mi.)
Huishui-Chinghsing	Huishui — Chinghsing	11 Km.	(7 Mi.)
Nanchangts'un-Fengshan	Nanchangts'un — Fengshan	7 Km.	(4 Mi.)
	Total	2,312 Km.	(1,445 Mi.)

The Taiyuan Railway Administration

Trunk Lines

T'ung-P'u (N)	Taiyuan — Tat'ung	357 Km.	(223 Mi.)
T'ung-P'u (S)	Taiyuan — Fenglingtu	509 Km.	(318 Mi.)
Shihchiachuang-Taiyuan(W)	P'ingting — Taiyuan	231 Km.	(144 Mi.)

Branch Lines

Yüanp'ing-Tayingchen	Yüanp'ing — Tayingchen	120 Km.	(75 Mi.)
Hsinhsien-Chiatsuwan	Hsinhsien — Chiatsuwan	52 Km.	(33 Mi.)
Hsinch'eng-Paichiachuang	Hsinch'eng — Paichiachuang	24 Km.	(15 Mi.)
Yümenkou-Hsiming	Yumenkou — Hsiming	4 Km.	(3 Mi.)
Taiyuan-Lants'un	Taiyuan — Lants'un	16 Km.	(10 Mi.)
Taiyuan Round City	Taiyuan (S) — Taiyuan (N)	14 Km.	(9 Mi.)
Tungkuan-Luan	Tungkuan — Luan	175 Km.	(109 Mi.)
P'ingyao-Fenyang	Pingyao — Fenyang	34 Km.	(21 Mi.)
	Grand Total	5,358 Km.	(3,348 Mi.)

[p. 800 (B)]

* Hung-hsün Ling, Chung-kuo T'ieh-lu Kai-lun [General Survey of Chinese Railways], Taipei, 1950, pp. 29-31.
Toshio Ito, Chukyo tetsudo no genjo [The Present Conditions of Chinese Communist Railways], Tokyo, Ministry of Foreign Affairs, 1954, pp. 47-49.; New China News Agency release, Peking, June 30, 1955.

1: Standard U. S. 445 1956 AF12 North China AF12

1:Stanford U. S-4, 5 1956 AF12 North China
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496 Of all the railways listed in Table 1, only the Feng-t'ai--Sha'ch'eng Railway, a section of the Peking-Pao-t'ou Railway, was built by the Communist regime. The original section (between Peking and K'ang-chuang) crosses very difficult terrain, particularly at Kuankou where the grade is as high as 3.33 per cent -- the steepest in the Chinese railway system.[1] To pass over this grade, two large locomotives, one to haul and one to push, are employed to handle a train with a maximum of 15 cars. The difficult grade was a serious hindrance to the routing of traffic on the line as a whole. The Feng-t'ai--Sha-ch'eng Railway was built in order to eliminate this section of the Peking--Pao-t'ou Railway. Construction of this 105-kilometer (65.6 mi.) line began in 1953 and was completed in June 1955, six months ahead of schedule. The railway starts from Feng-t'ai, an important junction of five railways, ends at Sha-ch'eng, northwest of K'ang-chuang and outside the Great Wall, and serves through-traffic from Peking to Moscow via the new Chi-ning--Erhlien--Outer Mongolia Railway. It is reported that after this short line was completed, the volume of traffic increased 333 per cent and speed speed was increased approximately 250 per cent.[2]

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1. Hung-hsün Ling, op. cit., p. 102.
2. China Daily News, New York, July 27, 1955.

1:Stanford U. S-4, 5 1956 AF12 North China
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496 In the early part of 1955, the Communists also began to replace the light rails of the Shih-chia-chuang--Taiyuan Railway with heavier rails. The work of replacement is to be accomplished before the end of 1957, the last year of the Chinese Communists' first Five-Year Plan.[3] This railway serves as an outlet for coal produced in Shansi; the amount of freight traffic the railway can handle will be considerably increased upon the laying of sturdier rails.

A plan for the renovation of the T'ung-p'u Railway was implemented in early 1955. Some improvements were made in 1937 to the northern section of the line when the Japanese invaders converted it from narrow- to standard-guage in order to facilitate troop movements. Their work was convined to change of guage; bridges, roadbeds, and tunnels were neither enlarged nor strengthened.[4] The southern section of the railway remained a narrow-guage line. Its carrying capacity has been limited by steep gradients, sharp curves, and poor equipment; the railway has been unable to meet the increasing demands of agricultural and industrial producers in the

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3. New China News Agency release, Taiyuan, April 1, 1955.

4. Survey of China Mainland Press, Hong Kong, U. S. Consulate General, May 14-16, 1955, No. 1048, p. 56.

1:Stanford U. S-4,. 5 1956 AF12 North China
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496 the area it was intended to serve. It is planned that the southern section will be converted to standard-gauge and gradients, curves, bridges, tunnels, and culverts will be smoothed and strengthened.[5] Certain sections of the railway will be double-tracked and principal stations will be enlarged and modernized.[6]

Other projects of a similar nature have been undertaken on the Peking-Mukden Railway and the Peking-Hankow Railway. Eight-hundred kilometers (500 mi.) of double tracks had been completed on the Peking-Mukden Railway in late 1955, according to a report from Peking.[7]

There are seven large railway plants in North China: (1) the Chang-hsin-tien Plant, near Peking; (2) the Nan-k'ou Plant in Hopei Province; (3) the Tientsin Plant at Tientsin; (4) the Tangshan Plant in Hopei Province; (5) the Shihchiachuang Plant in Hopei; (6) the Taiyuan Railway Plant in Shansi Province; and (7) the Feng-tai Railway Bridge Plant near Peking.[8] The Chang-hsin-tien, the Tientsin,

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5. Ibid.
6. Ibid.
7. China Daily News, New York, Nov. 16, 1955.
8. Chung-k'ung Wen-ti [Chinese Communist Problems], Hong Kong, Tzu-yu ch'u-pan-she, 1954, Series No. 1, pp. 75-76.

1:Stanford U. S-4, 5 1956 AF12 North China
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499 the Tangshan, and the Taiyuan plants are best-equipped. The current practice in
496 Communist China is to overhaul each locomotive after it has been in service for 300,000 kilometers (187,500 mile); ordinary repairs are undertaken after 100,000 kilometers (65,500 mi.). Railway cars are overhauled after 16-18 years of service, depending upon the type of car; for ordinary repairs, the period of service is halved. Freight cars are overhauled after 6-8 years of service; ordinary repairs are made after the car has been in service for 3-4 years.9

Although the city of Feng-t'ai serves as a junction for the Peking-Hankow, the Peking-Mukden, the Peking-Tientsin, the Tientsin--Pu-k'ou, and the Peking--Pao-t'ou railways, the traffic is too heavy for existing facilities. The construction of a new train-dispatching yard, on 100,000 acres to the west of the present station, was begun in 1955. The plan provides for the construction of 141 kilometers (88 mi.) of special service lines, the installation of automatic signaling devices, and a new communications network.[10] The first stage of the project, increasing the

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9. Ibid., p. 76.

10. Wen-hui Pao [Wen-hui Daily], Hong Kong, Sept. 5, 1955.

1:Stanford U. S-4, 5 1956 AF12 North China
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499 efficiency of the railroad yard by some 30 per cent, was to have been completed by the end
496 of 1955, according to a report from Hong Kong.[11]

II. RAILWAY THROUGH-TRAFFIC

496 Three international through-express trains were operating in Communist China in 1955: Peking-Moscow, Peking-Pyongyang, and Peking-Hanoi. The Peking-Moscow run (9,050 kilometers, 5,656 miles) was inaugurated on January 31, 1954; the journey takes nine days.[12] The Peking-Pyongyang run, inaugurated on June 3, 1954, takes 34.5 hours between Peking and the capital of North Korea.[13] The Peking-Hanoi run, inaugurated on August 1, 1955, takes about four days between Peking and the former capital of Indochina. In additional to these international through-express trains, there are five national through-express trains between Peking and other principal points in China: the Peking-Manchouli express; the Peking-Shenyang (Mukden) express; the Peking-Harbin express; the Peking-Hankow express; and the Peking-Shanghai express.

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11. Ibid.
12. China Daily News, New York, July 15, 1955.
13. Kuang-ming Jih-pao [Enlightenment Daily], Peking, June 4, 1954.

2: Gamble S-5 (1926-1933)1954 AF12 Nordr China AF12

stead of crossing it. If the grading was not too exact and some of the summer run-off stayed in the street, it would be still better for the feng-shui.

Except for the road from the station to the city and some of the main roads inside the city, Ting Hsien had no paved roads.

Open, springless, iron-tired carts made of date, locust, elm, and willow wood, with wheels 3′ 8″ in diameter, furnished a large part of the local transportation. Their cost ranged from $60 to $80. Other means of transportation were wheelbarrows, rickshas, pack animals, and human carriers. The charge for hauling by cart was $3.00 a day for a one-animal cart and $4.80 for a two-animal cart. This was about 60 cents per 100 catties, as the usual load, when the roads were dry, was about 500 catties for one animal and 800 catties for two. A day's trip was about 80 li. This made the charge per ton mile about 34 cents. For wheelbarrows the charge was about 80 cents per 100 catties per day's travel of 70 li, 50 cents per ton mile. For rickshas, which would carry about 200 catties, the charge was $2.00 per day or some 54 cents per ton mile. Pack and riding mules were rented for $2.00 a day. A day's trip was 80 li. Porters carrying 100 catties of goods charged $1.00 for a day's journey of 80 li, 57 cents per ton mile. Special mule carts for passengers cost $4.00 for a day's trip of 100 li.

General freight transportation was provided by five shipping companies and two mule suppliers.

Rickshas were reported to have first come to Ting Hsien in the 10th month of 1927. Then there were only three. In 1931 there were 79. Their cost ranged from $90 to $120. They rented for $4.00 or $5.00 a month.

The Peking-Hankow railroad furnished north and south rail transportation for passengers and freight. Tickets were first sold in Ting Hsien in 1900. There were three stations in the hsien about 10 miles apart. The one of Tinghsien, about six li from the city, was an express stop. In 1928 the railroad handled some 3,000,000 catties of cotton, 3,000,000 catties of pears, 1,500,000 catties of sesamum oil, 1,000,000 catties of peanuts, and 1,000,000 pieces of cotton cloth.

Five postal routes radiated from the city along the hsien roads. There were postal agents in the market towns and in some of the larger villages. In other villages the business was handled by a local store which received from $1.50 to $15.00 a month for its services. For most of them

4: Burgess E-4, 5 (1926-1927) 1928 AF12 North China AF12

671 (3) The reorganization of certain technical services of the government. There are 138 modern courts in China. These were praised highly by the Extraterritorial Commission. An excellent codification of Chinese laws is being drawn up by trained Chinese lawyers.

205 206 (4) A remarkable development of the postal and telegraph systems. "In 1911 the length of mail routes was about 120,000 miles. Now they cover more than 250,000 miles. The money-order business during this period has increased from about $6,000,000 in silver to more than $75,000,000. It is pointed out that this remarkable branch of government service is carried on almost exclusively by Chinese. Likewise, the telegraph service is now so organized that messages are received in many of the remotest parts of the Republic.

496 (5) There are 7,000 miles of railroads, and they are managed on the business side and on the technical side almost entirely by Chinese.

491 (6) Ten years ago there were scarcely any highways in China that could be used by motor cars. Now there are 10,000 miles of good roads.

625 (7) The growing efficiency of the police and street cleaning departments of many Chinese cities is a sign of progress.

744 (8) In Peking a beginning has been made in governmental public health activities. There is an epidemic prevention bureau which is embarking on the production of vaccines and serums, and an experimental public health demonstration center for one district of the capital.

654 (9) The remarkably efficient geological survey conducted by V. K. Ting is now shedding more light on the real mineral resources of China.

439 (10) The importations from foreign countries in 1880 amounted to about 80,000,000 taels ($111,111,111),[1] of

[1] The sign $ unless accompanied by the term "gold" is used in this study to designate Chinese currency. For exchange rates see pp. 63-64.